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## **CHAPTER 5: PUBLIC AND AGENCY INVOLVEMENT SUMMARY**

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## PUBLIC AND AGENCY INVOLVEMENT

### SUMMARY

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Public and agency involvement is important to ensure that information is provided to the general public and public agencies as federal actions are being considered. As described in 40 CFR 1501.7 and FAA Order 1050.1E Section 208, public and agency involvement is required for an EIS but optional in the case of an EA. The FAA considers an open public process to be an important component of this project. Engagement with the CAC, general public, and agencies with jurisdiction or special knowledge in the environmental review process is described in the following sections. Appendix B, *Agency Consultation and Public Comment* includes materials related to the public involvement process.

#### 5.1 Consultation

The FAA has coordinated with the CAC and Massport throughout the BLANS and EA process. Consultation with the MHC and coordination with the USFWS were undertaken. Coordination with the aviation industry occurred during the PBN development and design process of the Proposed Action. No formal scoping was undertaken as part of this EA.

#### 5.2 Logan Airport Community Advisory Committee (CAC)

The CAC was initially established in 1978 in response to flight track changes at Logan Airport. The CAC is comprised of

representatives from those communities impacted from various types of activities associated with Logan Airport. CAC members are appointed by their elected officials. As of May 2013, there were over 30 CAC members representing the communities surrounding Logan Airport. The CAC has represented communities around Logan Airport on specific noise abatement issues and has maintained a long-standing working relationship with Massport and the FAA. Because of the CAC's familiarity with the BOS RNAV initiatives, as well as the Runway 33L RNAV SID BLANS Measures described in Chapter 1, FAA has coordinated with the CAC throughout the EA process. A series of meetings and teleconferences were held with the CAC and Massport to provide input and receive feedback regarding the scope of work, the Proposed Action Alternative, and methods of public consultation.

##### 5.2.1 October 9<sup>th</sup>, 2012 CAC Meeting and Teleconference

The purpose of this meeting between the FAA and the CAC was to provide an overview of the Runway 33L RNAV SID EA to interested members of the CAC and Massport. Two individuals from Massport and one CAC representative from Somerville participated. Due to technical difficulties with the teleconference, other interested CAC members were not able to participate. The presentation included a

discussion of the history of the Runway 33L RNAV SID development, the Proposed Action, the components of a Focused EA, and the project schedule. Discussion of potential health impacts, NEPA requirements for consideration of additional modal sources for traffic noise, the noise modeling procedure, and public involvement ensued. A presentation and discussion regarding the Runway 27 RNAV SID (unrelated to this EA) analysis also took place.

#### **5.2.2 October 23<sup>rd</sup>, 2012 CAC Teleconference**

A second teleconference was held on October 23<sup>rd</sup>, 2012, to allow for additional participation by members of the CAC who were not able to participate on October 9<sup>th</sup>. CAC members included representatives from Milton, Hingham, South End, Beacon Hill, Chelsea, Somerville, Boston, and Weymouth. One individual from Massport also participated. The format, presentation, and overall content of this teleconference were the same as the October 9<sup>th</sup> meeting/teleconference. Additional topics of discussion included revisions to previous project graphics (BLANS), the years of analysis used in the EA, and runway use.

#### **5.2.3 October 31<sup>st</sup>, 2012 CAC Teleconference**

On October 31<sup>st</sup>, 2012, members of the FAA and Massport held a teleconference with CAC representatives of Cambridge, who were unable to attend previous meetings/teleconferences. The same presentation was provided, and additional discussion included an explanation of RNAV procedures, including flight track dispersion, potential noise impacts in Cambridge, and the public involvement process.

### **5.3 Notice of Draft EA Availability**

On January 14<sup>th</sup>, 2013, the FAA published the Draft EA, which was made available for public review in the following locations:

- Framingham Public Library  
49 Lexington Street  
Framingham, MA 01702
- Winthrop Public Library  
2 Metcalf Square  
Winthrop, MA 02152
- Boston Public Library  
East Boston Branch  
276 Meridian Street  
East Boston, MA 02128

Further, the FAA created a project website ([www.BostonRNAVEA.com](http://www.BostonRNAVEA.com)) to provide interested parties the opportunity to review the Draft EA, to comment on the Draft EA, and to provide supplemental information (e.g. an overview of the National Airspace System and a summary of noise and its effects on people). The website also provided information related to the ongoing BLANS project.

Notice of the availability of the Draft EA was provided via Public Notice published in the Boston Globe (January 14<sup>th</sup>), Boston Herald (January 14<sup>th</sup>), and MetroWest Daily News (January 15<sup>th</sup>). A copy of the Public Notice is provided in Appendix B.

The public notice included the project website address as well as the libraries in which the document could be reviewed. Additionally, the FAA Regional Administrator's office provided notification and a copy of the legal notice in advance of

release of the Draft EA to members of the U.S. Congress.

Numerous newspapers publicized the study following the issuance of the Draft EA, including the Boston Globe, the Patriot Ledger, Dedham Patch, Randolph Herald, Newton Patch, Belmont Citizen-Herald, and local publications in Milton and Winchester.

## **5.4 CAC Public Meeting**

On January 24<sup>th</sup>, 2013, the FAA presented the findings of the Draft EA to interested members of the CAC. The meeting was held at the Massport Board Room at the Logan Office Center at 10:00 a.m. The purpose of the meeting was to allow CAC members an opportunity to ask FAA questions about the Draft EA to gain a better understanding of the Proposed Action in order to facilitate more informed comment on the Draft EA. A presentation provided an introduction and project history, reviewed the previous BLANS measures, discussed the No Action and Proposed Action Alternatives, explained the criteria used for evaluation of significant impacts, provided details related to the noise analysis, and summarized the next steps.

## **5.5 Public Comment Period**

The initial public comment period for the Draft EA extended from January 14<sup>th</sup> to February 15<sup>th</sup>, 2013. Due to a high level of interest from the public and elected officials, (including specific requests to extend the comment period), the comment period was extended to March 15<sup>th</sup>, 2013. 384 comments, including a petition with over 1,000 signatures, were received during the comment period, submitted both via postal mail and electronically to the FAA's environmental specialist.

### **5.5.1 Comments Received**

The majority of comments originated from areas southwest of Logan Airport, from residents and town officials in Randolph, Milton, and Canton. These towns are located in an area in which the Proposed Action would concentrate existing flights that currently overfly these areas, with noise levels generally ranging from less than 45 to 50 DNL under the Proposed Action. A majority of the comments can be categorized as follows:

- Opposition to the Proposed Action due to an perceived increase in aircraft overflights, and to a lesser degree, potential health impacts, especially in areas which already receive noise from arrivals to Runway 04 and departures from Runway 27.
- Requests to extend the comment period.
- Statements that the environmental analysis was insufficient, that the noise model is inadequate, and that additional alternatives should be considered.
- The potential for negative impacts to property values.
- Concern with the Blue Hills Reservation State Park, which includes parts of Milton, Quincy, Braintree, Canton, Randolph, and Dedham, and the potential impact on wildlife and recreation.

A number of CAC, local, state and Federal elected officials also commented on the study. Comments and responses are provided in Appendix B.

### **5.5.2 Response to Comments**

In accordance with FAA Order 1050.1E, although the FAA need not formally respond to public comments concerning EAs, this Final EA reflects consideration of public concerns. As part of the public comment process, the FAA advised that all comments would be made part of the project record and taken into consideration in the preparation of the Final EA. The FAA also attempted to respond to comments from elected officials and others that requested additional relevant information as much as possible prior to the end of the comment period to facilitate more informed comments on the Draft EA. The content of the comments, where feasible and necessary, has been incorporated into this Final EA. Each comment received was assigned a numeric code, and each commentor's concerns were grouped into categories. Tables B-1 and B-3 in Appendix B provides a response to comments made by elected officials, town representatives and the public. Table B-2 provides the comments received from the public and a code that corresponds to the response to comments table (Table B-3 in Appendix B).

### **5.6 Additional Meetings**

Due to a high level of public interest in the FAA Runway 33L RNAV SID proposal, Massport agreed to attend a briefing to elected officials and two other public meetings to provide additional information and answer questions as appropriate. FAA attended a briefing to elected officials and provided input to Massport on information presented at all three additional meetings.

#### **5.6.1 Massachusetts State House Briefing**

On February 5<sup>th</sup>, 2013, Massport, with FAA support, presented information related to the Proposed Action to a group of elected officials and staff at the Massachusetts State House. Approximately 23 state, federal and local representatives attended. Massport provided information related to the project background, airport operations, an overview of RNAV (both nationally and at Logan Airport), and specific information on the FAA's Proposed Action. The presentation was posted to the project website. In general, representatives expressed concern about increases in noise over certain communities and a desire to extend the comment period to allow more time for comments. FAA also distributed an updated table by community showing details of noise increases or decreases in areas above 45 DNL.

#### **5.6.2 Town of Milton Board of Selectmen Meeting**

On February 7<sup>th</sup>, 2013, Massport attended a Town of Milton Board of Selectmen meeting. FAA worked closely with Massport to develop content and discussion points for the meeting. The presentation given by Massport was similar to that given on February 5<sup>th</sup>, but also included additional information related to aircraft overflights over Milton.

The meeting was attended by approximately 35 citizens, State Senator Brian Joyce, a staff representative from Congressman Stephen Lynch's office, and representatives from local media. Massport presented the following statement on behalf of the FAA:

“After careful consideration and evaluation of alternatives, the FAA has determined it to be in the best interest of the public to extend the comment period for the Boston Logan Runway 33 Left Area Navigation (RNAV) Standard Instrument Departure (SID) Draft Environmental Assessment until the close of business on March 15<sup>th</sup>, 2013. Additionally, the FAA will conduct a re-evaluation of the operational data used in the environmental analysis as part of a post-implementation review six (6) months following the implementation of this procedure.”

#### **5.6.3 Town of Randolph Board of Selectmen Meeting**

On March 18<sup>th</sup>, 2013, Massport attended a meeting of the Board of Selectmen in the Town of Randolph. Massport made similar statements to those presented in Milton regarding the Proposed Action. No members of the public attended this meeting.